

**ZONING CHANGE REVIEW SHEET**

CASE: C14-2019-0129 – 10801 Wayne Riddell Loop      DISTRICT: 5

ZONING FROM: I-RR

ZONING TO: MF-4-CO

ADDRESS: 10801 Wayne Riddell Loop

SITE AREA: 37.403 acres

PROPERTY OWNER: Riddell Family Limited Partnership (James A. Henry)

AGENT: Smith Robertson, L.L.P. (David Hartman)

CASE MANAGER: Wendy Rhoades (512-974-7719, [wendy.rhoades@austintexas.gov](mailto:wendy.rhoades@austintexas.gov))

STAFF RECOMMENDATION:

**The Staff recommendation is to grant multi-family residence – moderate-high density – conditional overlay (MF-4-CO) combining district zoning. The Conditional Overlay is for the following development standards: 1) a minimum 25’ front yard setback; 2) maximum 55% building coverage; 3) 65% impervious cover; 4) minimum site area requirements: 1,200 sf for an efficiency dwelling unit, 1,500 sf for a one bedroom dwelling unit, and 1,800 sf for a dwelling unit with two or more bedrooms; 5) a 60’ wide dwelling unit setback along the south property line; 6) a minimum 50’ wide dwelling unit setback along the west property line; 7) a 6’ high fence along the south and west property lines, and 8) a maximum of 750 dwelling units.**

**The Restrictive Covenant includes all recommendations listed in the Transportation Impact Analysis Memo, dated February 13, 2020, as provided in Attachment A.**

ZONING AND PLATTING COMMISSION ACTION / RECOMMENDATION:

**May 19, 2020:**

April 7, 2020: *MEETING CANCELLED*

March 3, 2020: *APPROVED A POSTPONEMENT REQUEST BY THE NEIGHBORHOOD TO APRIL 7, 2020*

*[D. KING; B. EVANS – 2<sup>ND</sup>] (8-0) T. BRAY, E. RAY – ABSENT; 1 VACANCY ON THE COMMISSION*

CITY COUNCIL ACTION:

**May 21, 2020:**

April 9, 2020: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO MAY 21, 2020. VOTE: 11-0.*

ORDINANCE NUMBER:ISSUES:

The Meadows at Double Creek Property Owners Association has provided a letter of support for the rezoning request.

The Knolls of Slaughter Creek Home Owner's Association Board and individual residents within the subdivision have requested postponement of the subject zoning case until April 7, 2020. All correspondence is located at the back of this report.

CASE MANAGER COMMENTS:

The subject unplatted property contains one single family residence and zoned interim – rural residence (I-RR) district since its annexation into the City limits in December 1997. The tract has access to South First Street and the terminus of Wayne Riddell Loop. There are single family (detached) subdivisions to the west and south (SF-2, SF-1), Slaughter Creek flows through the north portion of the property (SF-2), and Akins High School is to east, across South First Street (I-RR). *Please refer to Exhibits A (Zoning Map) and A-1 (Aerial View).*

Along the west property line, there is a 30-foot wide area owned by the Knolls of Slaughter Creek HOA that contains a gas pipeline easement and functions as a buffer area. As shown in Exhibit A-1, there are large groupings of trees at the southwest and south portion of the site as well as the north portion, the latter of which includes floodplain adjacent to Slaughter Creek.

The Applicant proposes to rezone the property to the multifamily residence – moderate-high density – conditional overlay (MF-4-CO) district for the construction of up to 750 apartments. As listed on page 1, the Applicant's requested Conditional Overlay limits development of the property to MF-3 development standards for the front yard setback, building coverage, impervious cover, and minimum site area requirements, as well as greater setbacks for dwelling units and fencing along the south and west property lines.

BASIS OF RECOMMENDATION:

1. *The proposed zoning should be consistent with the purpose statement of the district sought.*

The multi-family residence – moderate-high density (MF-4) district is intended for residential and multi-family use with a maximum density of up to 54 units per acre, depending on unit size and mix. This district is appropriate for multi-family residential areas located near supporting transportation and commercial facilities, generally in more centrally located areas. The Conditional Overlay (CO) combining district may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties.

2. *Intensive multi-family zoning should be located on highways and major arterials.*
3. *Zoning changes should promote a balance of intensities and densities.*

Staff recommends the Applicant’s request for MF-4-CO zoning given its access to an arterial and a collector street, connectivity will be provided through the tract, thereby adding an access option for area residents, and additional buffers are provided between single family residences and proposed multifamily residences. Staff recommends the Applicant’s request for 60 feet given that the maximum height allowed by the MF-4 zoning district can be achieved at a distance of approximately 300 feet from the closest single family residences (Meadows at Double Creek Subdivision).

The Traffic Impact Analysis memo recommends the extension of Wayne Riddell Loop from its terminus in the Knolls at Slaughter Creek subdivision to South First Street. The Wayne Riddell extension is shown in the Austin Strategic Mobility Plan adopted by Council in April 2019 and is consistent with a priority of the Imagine Austin Comprehensive Plan to create a compact and connected city. A provision in the subdivision regulations also requires that existing streets be connected unless the Commission determines that the Comprehensive Plan, topography, requirements of traffic circulation, or other considerations make it desirable to depart from the alignment or connection (LDC, Section 25-4-151 (*Street Alignment and Connectivity*)). A benefit of connecting streets is dispersing vehicular traffic among multiple streets in the area: South First Street, Wayne Riddell, Desert Primrose, and FM 1626. All of the reasons above are the basis for requiring right-of-way dedication for the extension of Wayne Riddell Loop at the subdivision stage. ***Please refer to Attachments A and B.***

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	I-RR	One single family residence
<i>North</i>	SF-2	Slaughter Creek
<i>South</i>	SF-2	Single family residences within the Meadows at Double Creek subdivision
<i>East</i>	I-RR; MF-2-CO; MF-3-CO	Apartments, Slaughter Creek; Austin ISD High School
<i>West</i>	SF-1; SF-2	Single family residences in the Knolls at Slaughter Creek subdivision

AREA STUDY: Not Applicable

TIA: Is required – Please refer to Attachment A

WATERSHEDS: Slaughter Creek / Onion Creek – Suburban

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

SCHOOLS:

Menchaca Elementary School

Paredes Middle School

Akins High School

NEIGHBORHOOD ORGANIZATIONS:

627 – Onion Creek Homeowners Association    742 – Austin Independent School District

1228 – Sierra Club, Austin Regional Group

1307 – Oak at Twin Creeks Homeowners' Association    1363 – SEL Texas

1462 – Meadows at Double Creek POA    1528 – Bike Austin

1530 – Friends of Austin Neighborhoods    1531 – South Austin Regional Alliance (SANA)

1616 – Neighborhood Empowerment Foundation    1785 – Knolls of Slaughter Creek

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2013-0123 – Onion Creek Fire Station – 11112 Old San Antonio Rd	GR-MU-CO to P	To Grant P	Apvd P as Commission recommended (11-21- 2013).
C14-2010-0027 – Colonial Grand at Cityway – 11001 South 1 <sup>st</sup> St	GR-MU-CO to MF-3	To Grant MF-3-CO w/CO for limited access to Old San Antonio Rd., max. units of 430 and max. 5,753 trips/day, and conds of updated TIA	Apvd MF-3-CO w/conds as Commission recommended (5-27-2010).
C14-05-0175 – Newmark Homes – Northwest corner of S First St and W FM 1626	I-RR to GR for Tract 1; SF-2 for Tract 2	To Grant GR-CO w/the CO for prohibited uses and SF-2 for Tract 2, and a Restrictive Covenant for the conds of the TIA and a private RC to prohibit the installation of video games	Apvd GR-CO for Tract 1 and SF-2 for Tract 2 with a Restrictive Covenant as Commission recommended (3-23-2006).
C14-05-0014 – Harrell Tract – 9900 S First St	I-RR to SF-2	To Grant SF-2 with a Restrictive Covenant for the conds of the TIA	Apvd SF-2 with a Restrictive Covenant for the conds of the TIA, as Commission recommended (5-12-2005).
C14-04-0125 – Harrell Tract 2 – 10000-10450 S First St	I-RR to MF-2	To Grant MF-2-CO w/the CO for MF-1 density, and a Restrictive Covenant for the conds of the TIA	Apvd MF-2-CO, with a Restrictive Covenant for the TIA, as Commission recommended (12-2-2004).
C14-04-0124 – Harrell Tracts 1A	I-RR to GR-MU- CO for Tract 1A;	To Grant GR-MU-CO for Tract 1A; CS-CO	Apvd GR-MU-CO for Tract 1A and CS-CO

and 1B – 10116 S IH-35 Service Rd SB; 9800 – 10000 S First St	CS-CO for Tract 1B	for Tract 1B with CO for prohibited uses, with a Restrictive Covenant for the conditions of the TIA and establishing a minimum square footage for restaurant uses.	for Tract 1B, with a Restrictive Covenant for the TIA and minimum square footage for restaurant uses, as Commission recommended (12-2-2004).
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#### RELATED CASES:

The property was annexed into the City limits on December 31, 1997 (C7A-97-013). The subject zoning area occupies a central portion of the Preliminary Plan of Stablewood at Slaughter Creek, Revision No. 2, approved on April 11, 2001 (C8-95-0211.03). The zoning area is depicted with a single family residential lot layout and a recreation center, and includes the extension of Wayne Riddell Loop to South First Street. If multifamily residence zoning is approved by Council, a change accounting for this land use must be addressed prior to approval of a final plat. ***Please refer to Exhibit B.***

There are no site plan cases on the subject property.

#### EXISTING STREET CHARACTERISTICS:

Name	ROW	Pavement	ASMP Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
South 1 <sup>st</sup> Street	120 – 130 feet	75 feet	Level 3 (Arterial, 4 lanes, Divided)	No	Bike Lane	Yes
Wayne Riddell Loop	62 feet	40 feet	Level 2 (Neighborhood Collector)	Yes	No	No

#### OTHER STAFF COMMENTS:

##### Comprehensive Planning

The subject tract for this zoning case is located along an Imagine Austin Corridor (*South 1<sup>st</sup> Street*) and within one-half mile of the Imagine Austin Southpark Meadows Regional Center. The subject tract is 37.40 acres in size and contains one single family house. Surrounding uses includes undeveloped land and a single family subdivision to the north; to the south is a single family subdivision and an apartment complex; to the west is a single family

subdivision; and to the east is Akins High School. The proposed use is a 750 unit multi-family apartment complex.

### **Connectivity**

There are shared bike lanes adjacent to the subject tract located along South 1<sup>st</sup> Street but no public sidewalks. The adjoining single family subdivision to the west has public sidewalks. There are no public transit stops located within a half a mile of this property. All vehicular access to this property is currently from Wayne Riddell Loop, which is west of the property. The mobility options are below average while connectivity options are average (a public school across the street and shopping center being one-half mile away.)

### **Imagine Austin**

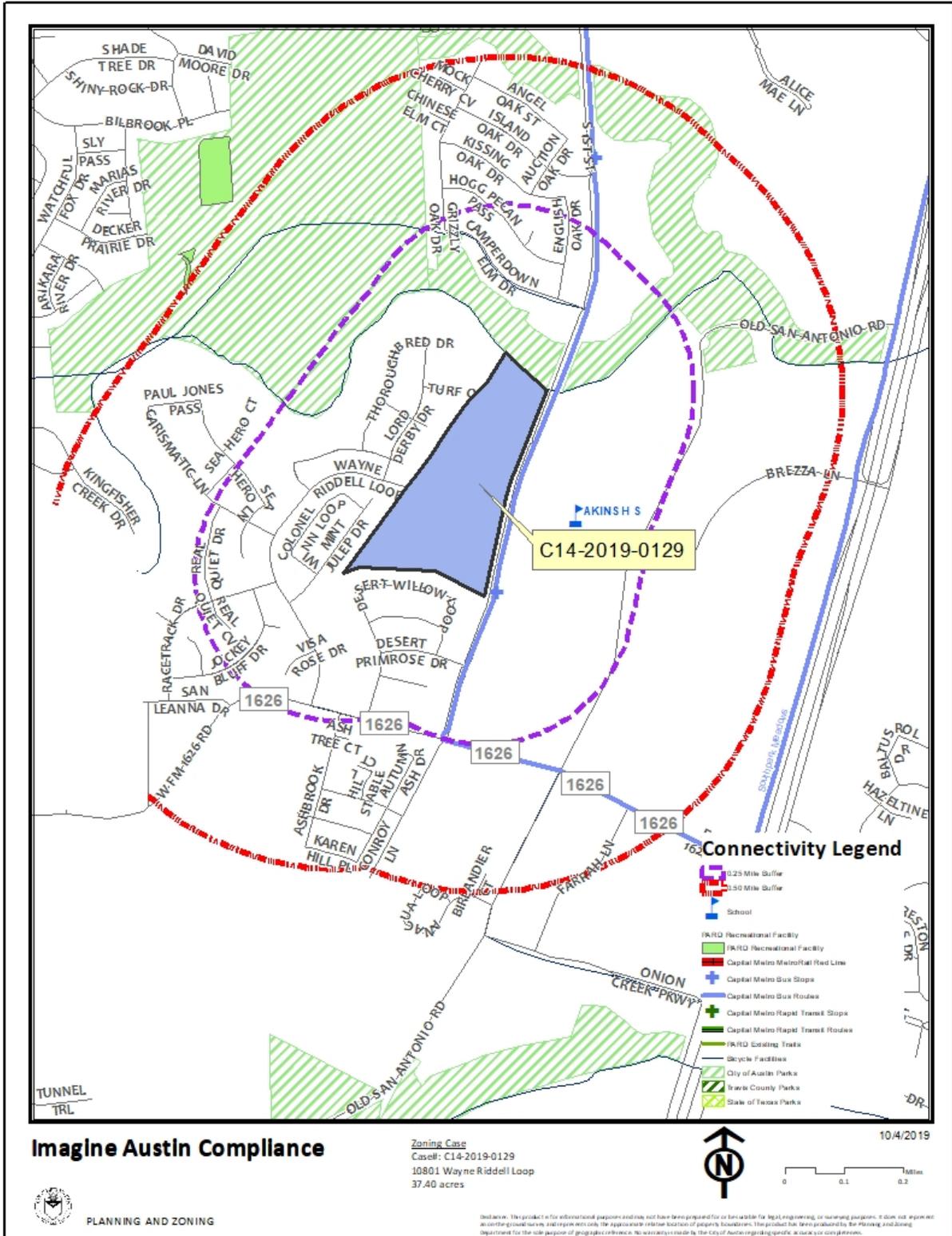
The subject tract falls outside of the Imagine Austin designated **Southpark Meadows Regional Center**. Like many Imagine Austin Centers, this center is represented by a circle that reflects the general location where the center should be located in the future. The center's actual boundaries would need to be clarified through a small area planning process. The project is also located along the **South 1<sup>st</sup> Street Activity Corridor**. Activity Corridors are intended to allow people to reside, work, shop, access services, people watch, recreate, and hang out without traveling far distances. They are characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, and offices.

The following Imagine Austin policies are applicable to this case:

- **LUT P3.** Promote development in compact centers, communities, or along corridors that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- **LUT P4.** Protect neighborhood character by directing growth to areas of change that includes designated redevelopment areas, corridors and infill sites. Recognize that different neighborhoods have different characteristics and new and infill development should be sensitive to the predominant character of these communities.
- **LUT P5.** Create healthy and family-friendly communities through development that includes a mix of land uses and housing types and affords realistic opportunities for transit, bicycle, and pedestrian travel and provides both community gathering spaces, parks and safe outdoor play areas for children.

**Conclusion:** The Austin Strategic Housing Blueprint, which is an amendment to Imagine Austin, includes goals for affordable housing in every City Council district. Some of these goals include: (1) preventing households from being priced out of the Austin; (2) providing an affordable housing choice; and (3) protecting diverse communities. While this project does not have an affordable housing component, it will provide much needed workforce housing. Based on the subject tract's location along an Activity Corridor but the lack of

mobility options in the area, the proposed request partially supports the Imagine Austin Comprehensive Plan.



Drainage

The developer is required to submit a pre- and post-development drainage analysis at the subdivision and site plan stage of the development process. The City's Land Development Code and Drainage Criteria Manual require that the Applicant demonstrate through engineering analysis that the proposed development will have no identifiable adverse impact on surrounding properties.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Onion Creek and Slaughter Creek Watersheds of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.

Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Gross Site Area</i>	<i>% of Gross Site Area with Transfers</i>
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

According to floodplain maps there is a floodplain within or adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within the project location.>

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2 year storm on site.

At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

Site Plan and Compatibility Standards

Site plans will be required for any new development other than single-family or duplex residential.

Any development which occurs in an SF-6 or less restrictive zoning district which is located 540 feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.

Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

FYI: Additional design regulations will be enforced at the time a site plan is submitted.

The site is subject to compatibility standards due to adjacency of SF-1 to the west and SF-2 to the north, south and west. The following standards apply:

- No structure may be built within 25 feet of the property line to the north, west, and south.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line to the north, west, and south.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line to the north, west, and south.
- No parking or driveways are allowed within 25 feet of the property line to the north, west, and south.
- Landscaping or screening is required along the north, west, and south property lines in accordance with the screening requirements (Section 25-2-1006 and ECM 2.9.1.), Parking Design Standards (Section 25-6-563) and/or Screening Standards (Section 25.2.1066) to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.
- For a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, height limitation is 40 feet plus one foot for each 10 feet of distance in excess of 100 feet from the property zoned SF-5 or more restrictive.
- For a structure more than 300 feet but not more than 540 feet from property zoned SF-5 or more restrictive, 60 feet plus one foot for each four feet of distance in excess of 300 feet from the property zoned SF-5 or more restrictive.
- An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from property in an SF-5 or more restrictive zoning district.

## **DEMOLITION AND HISTORIC RESOURCES**

The Applicant is responsible for requesting relocation and demolition permits once the site plan is approved. The City Historic Preservation Officer will review all proposed building demolitions and relocations prior to site plan approval. If a building meets city historic criteria, the Historic Landmark Commission may initiate a historic zoning case on the property.

### Transportation

A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be

recommended based on review of the TIA [LDC 25-6-142]. Comments are provided in Attachment A.

The Austin Strategic Mobility Plan (ASMP) adopted 04/11/2019, calls for 78 feet of right-of-way for Wayne Riddell Loop. It is recommended that 78 feet of right-of-way from the future centerline should be dedicated for Wayne Riddell Loop at the time of the subdivision and/or site plan application, whichever comes first [LDC 25-6-51 and 25-6-55].

#### Water and Wastewater

FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. A wastewater SER has been approved for this site. Water and wastewater utility plans must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fees once the landowner makes an application for Austin Water utility tap permits.

#### INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:

Exhibit A: Zoning Map

Exhibit A-1: Aerial Map

Exhibit B: Preliminary Plan of Stablewood at Slaughter Creek, Revision No. 2

Attachment A: Traffic Impact Analysis Memo

Attachment B: Illustration of the Wayne Riddell Loop Extension

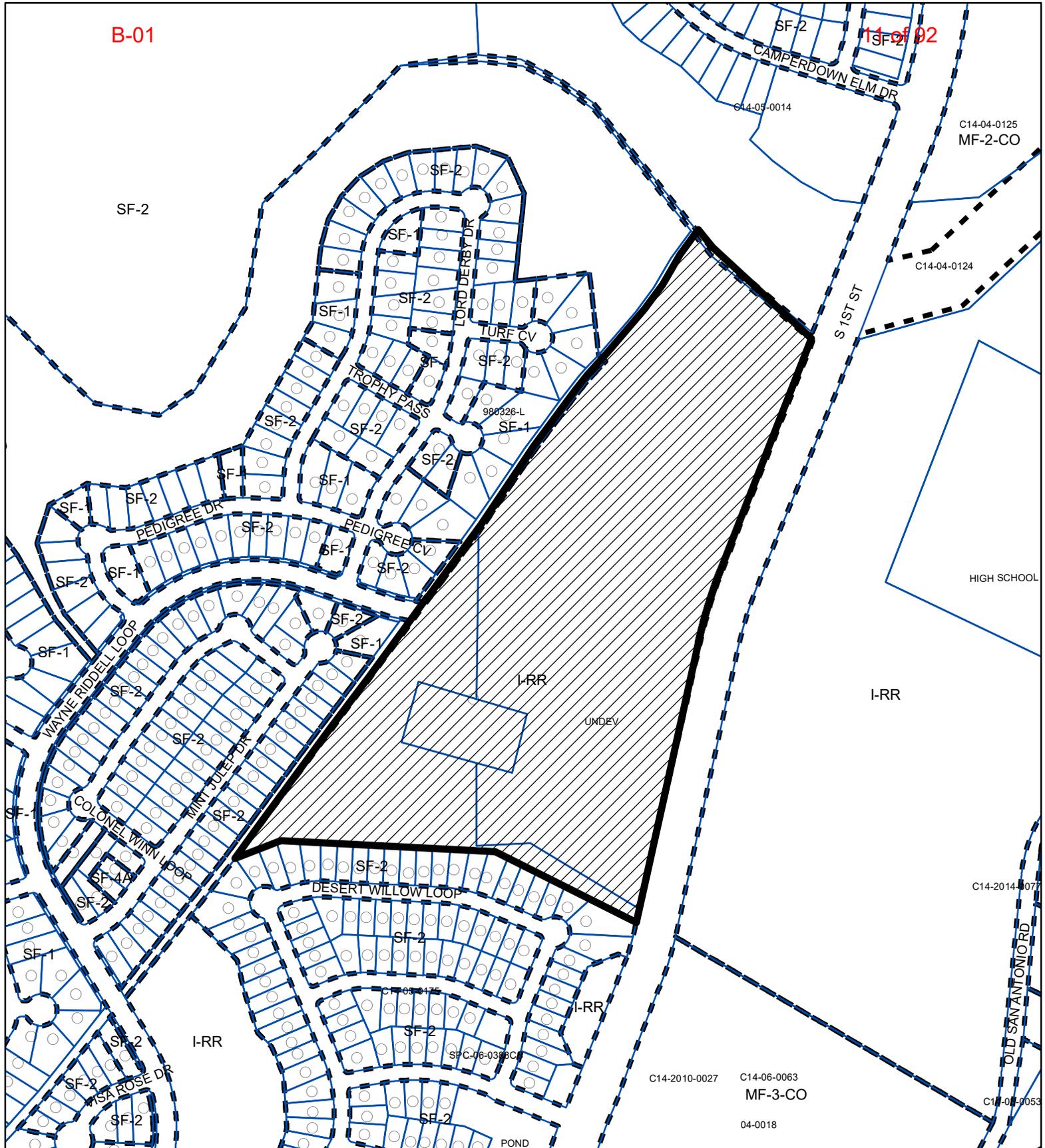
Questions and Answers

Applicant's Summary Letter

Correspondence Received

B-01

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### ZONING

Exhibit A

ZONING CASE#: C14-2019-0129



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

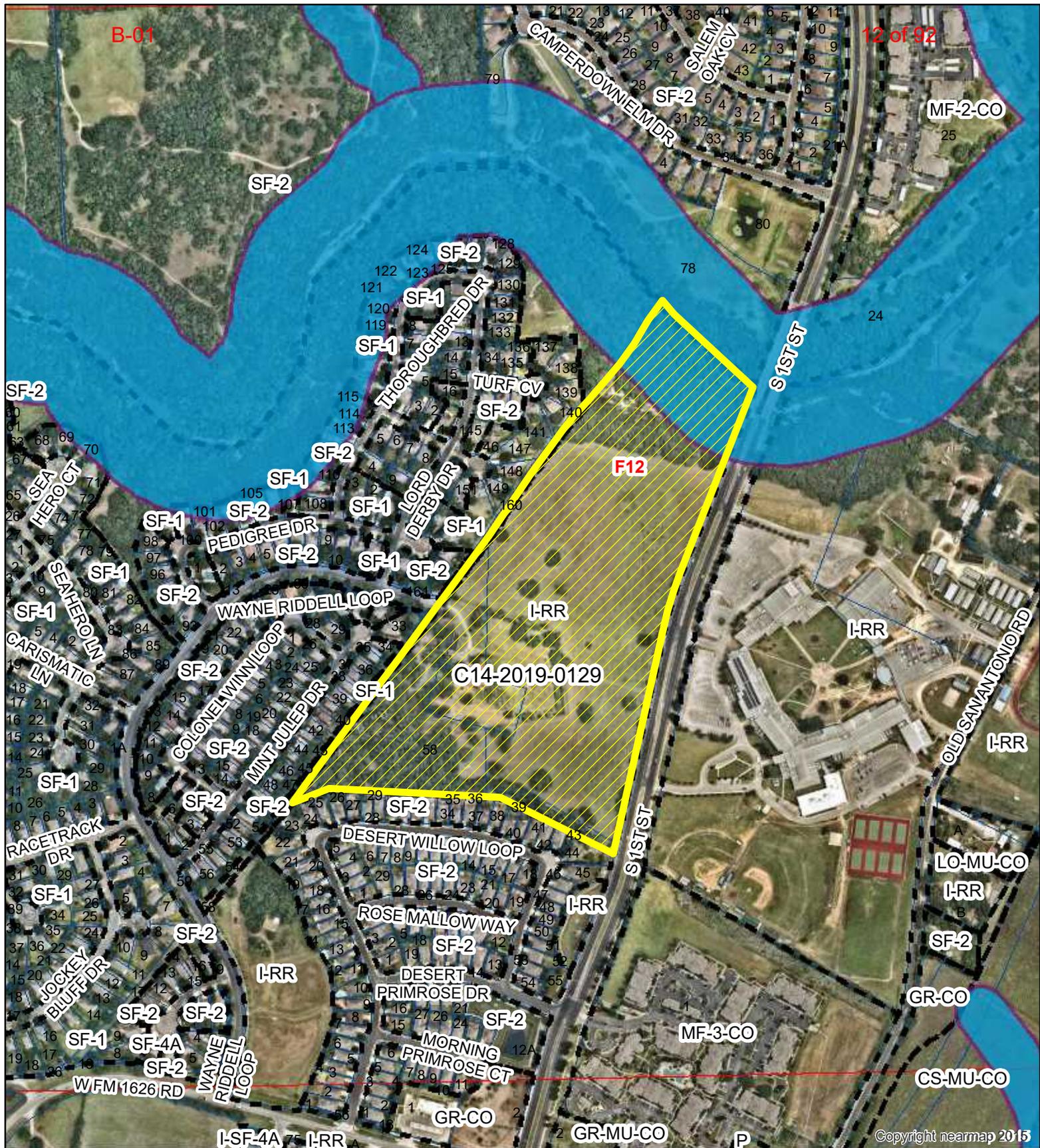
1" = 400'

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



Created: 9/30/2019



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**10801 WAYNE RIDDELL LOOP**

**Exhibit A -1**

ZONING CASE#: C14-2019-0129  
 LOCATION: 10801 WAYNE RIDDELL LOOP  
 SUBJECT AREA: 37.403 Acres  
 GRID: F12  
 MANAGER: Wendy Rhoades



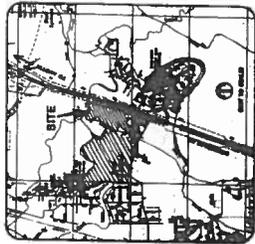
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-  SUBJECT TRACT
-  ZONING BOUNDARY
-  PENDING CASE
-  CREEK BUFFER

1" = 500'

This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



VICINITY MAP

TYPICAL NOTES

- 1. All work shall be in accordance with the latest editions of the following codes and specifications:
  - a. American Institute of Steel Construction, Inc. (AISC) - Allowable Stress Design and Plastic Design (ASD) - 1989
  - b. American Institute of Steel Construction, Inc. (AISC) - Specification for Structural Steel Buildings (SSB) - 1989
  - c. American Institute of Steel Construction, Inc. (AISC) - Specification for Structural Steel Buildings (SSB) - 1989
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This is a preliminary plan for the proposed development. It is not intended to be used for construction purposes. All work shall be in accordance with the latest editions of the following codes and specifications: American Institute of Steel Construction, Inc. (AISC) - Allowable Stress Design and Plastic Design (ASD) - 1989; American Institute of Steel Construction, Inc. (AISC) - Specification for Structural Steel Buildings (SSB) - 1989.

# STABLEWOOD AT SLAUGHTER CREEK PRELIMINARY PLAN

## C8-95-0211.03

### REVISION No. 2

STREET DESIGN TABLE

STREET NAME	CLASS	WIDTH	RIGHT-OF-WAY	STREET LIGHTS	STREET SIGNAGE
STABLEWOOD	LOCAL	30'	45'	40'	40'
SLAUGHTER CREEK	LOCAL	30'	45'	40'	40'

TANGENT TABLE

STATION	CHORD BEARING	CHORD LENGTH	TANGENT	ARC LENGTH
1+00	S 89° 15' 00" E	100.00	17.36	17.36
2+00	S 89° 15' 00" E	200.00	34.72	34.72
3+00	S 89° 15' 00" E	300.00	52.08	52.08

LAND USE CALCULATIONS

Lot	Land Use	Area (Ac)	Weight	Weighted Area (Ac)
1	Single-Family	1.00	1.00	1.00
2	Commercial	130.56	1.00	130.56
3	Open Space	1.00	1.00	1.00
4	Rec Center	2.70	1.00	2.70
5	Greenbelt	54.91	1.00	54.91
6	W.Q.P./P.U.E.	297.46	1.00	297.46
7	Total	699.63		699.63

LAND USE SUMMARY

Category	Area (Ac)
Single-Family	1.00
Commercial	130.56
Open Space	1.00
Rec Center	2.70
Greenbelt	54.91
W.Q.P./P.U.E.	297.46
<b>TOTAL ACREAGE</b>	<b>699.63</b>

LAND USE SUMMARY

Category	Area (Ac)
Single-Family	1.00
Commercial	130.56
Open Space	1.00
Rec Center	2.70
Greenbelt	54.91
W.Q.P./P.U.E.	297.46
<b>TOTAL</b>	<b>699.63</b>



I, JAMES H. MCCALLISTER, a duly Licensed Professional Engineer in the State of North Carolina, hereby certify that I am the author of the above described Preliminary Plan and that it was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the State of North Carolina.



APPROVED BY THE PRELIMINARY PLAN: JAMES H. MCCALLISTER, P.E. No. 10147, State of North Carolina. Date: 11/11/95.





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## MEMORANDUM

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**Date:** February 13, 2020  
**To:** Wendy Rhoades, Case Manager  
**CC:** Dan Hennessey, P.E.  
Curtis Beatty, P.E.  
Amber Mitchell  
Joan Jenkins, EIT  
**Reference:** South 1<sup>st</sup> Street Apartments – TIA Final Memo (C14-2019-0129)

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### **Summary of the Transportation Impact Analysis (TIA):**

The Austin Transportation Department (ATD) has reviewed the December 31, 2019 (received January 2, 2020) “South 1<sup>st</sup> Street Apartments Transportation Impact Study”, prepared by WGI. The proposed land use consists of 750 dwelling units of mid-rise multi-family. The development will be located on the west side of South 1<sup>st</sup> Street across from Akins High School, in south Austin, and is anticipated to be completed in two phases. Phase 1 and Phase 2 have estimated build-out years of 2021 and 2023, respectively.

The following is a summary of the review findings and recommendations:

1. A fee in-lieu contribution to the City of Austin shall be made for the sidewalk improvement identified in Table 2, totaling **\$55,500**, as a condition of approval for the zoning application. Please see attached invoice (Exhibit A).
2. The applicant shall design and construct the improvements identified in Table 2. Improvements to be built by the applicant should be included with the site plan or subdivision construction set. No temporary certificate of occupancy (TCO) or certificate of occupancy (CO) shall be issued until the construction of the identified improvements is complete. Note: With the exception of the traffic signal installation, cost estimates **should not** be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.
3. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other identified conditions. Any change in the assumptions made to the TIA document shall be reviewed by ATD and may require a new or updated TIA/addendum.
4. Two copies of the final TIA are required to be provided prior to the approval of the zoning application. One should be delivered to ATD and one to DSD.

5. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of this memo, after which a revised TIA or addendum may be required.

### **Site Location and Existing Conditions:**

The site is expected to be developed in two phases: Phase 1 on the north side of the future Wayne Riddell Loop extension and Phase 2 on the south side. Both phases will take access to South 1<sup>st</sup> Street and the future Wayne Riddell Loop extension. The driveways on Wayne Riddell Loop will be full access, while the driveways on South 1<sup>st</sup> Street will allow inbound access from both northbound and southbound directions but only right-turn movements for outbound vehicles.

### **Assumptions:**

1. The following reductions were applied for this development:
  - Active Modes and Transit (10% AM & PM)
2. Based on TxDOT AADT volume data, a three (3) percent annual growth rate was assumed to account for the increase in background traffic.
3. Below are the background projects that were assumed to contribute trips to surrounding roadway network in addition to forecasted traffic for 2023:
  - Mercedes-Benz of South Austin
  - Star Furniture South
  - Conroy Warehouses
  - Double Creek Retail
  - Austin Onion Creek Fire & EMS Station

### **Proposed Conditions:**

#### **Trip Generation and Land Use**

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition) and the trip reductions mentioned above, the development would generate approximately 3,661 adjusted average daily trips (ADT) upon final build-out. Table 1, below, shows the trip generation by land uses for the proposed development.

Proposed Land Use (ITE Code)	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Phase 1: Multi-family Housing (Mid-Rise) (221)	375 DU	1,823	30	85	90	57
Phase 2: Multi-family Housing (Mid-Rise) (221)	375 DU	1,838	31	90	91	57
<b>Total</b>		<b>3,661</b>	<b>61</b>	<b>175</b>	<b>181</b>	<b>114</b>

### **Summary of Recommended Improvements**

The applicant shall dedicate 68' of ROW across the property to accommodate the extension of Wayne Riddell Loop as shown in the Austin Strategic Mobility Plan (ASMP). In addition, the applicant shall design and construct the Wayne Riddell Loop extension from its current terminus to South 1<sup>st</sup> Street. The design intent is for a full three-lane cross-section from South 1<sup>st</sup> Street to the project driveways, after which the cross-section shall taper to match the existing Wayne Riddell Loop cross-section. The proposed cross-section shall consist of two 5-ft sidewalks, two 2-ft buffer zones, two 7-ft bike lanes with 2-ft buffers, and three 12-ft lanes, for a total width of 68'. Two 2-ft easements will be required on either side for sidewalk maintenance. Coordination with applicable City departments shall be required for the design of the extension.

As part of the Wayne Riddell Loop extension, the applicant shall design and install a traffic signal at the intersection of Wayne Riddell Loop and South 1<sup>st</sup> Street. The Arterial Management Division (AMD) will be responsible for the approval and operation of the traffic signal.

To improve bicycle safety and connectivity near the project site, the applicant shall upgrade the existing buffered bike lanes to delineator-separated protected bike lanes on both sides of South 1<sup>st</sup> Street adjacent to the property. As mitigation for this development, the applicant shall also make a \$55,500 fee in-lieu payment to the City to provide sidewalk connection from the south property line to the existing sidewalk north of Desert Primrose Drive.

<b>Table 2: Recommended Improvements and Developer's Share</b>			
<b>Location</b>	<b>Improvement</b>	<b>Developer Requirement</b>	<b>Estimated Cost</b>
Wayne Riddell Loop Extension	Dedicate ROW and Sidewalk Easements	Dedicate as part of site plan or subdivision construction set	\$56,214
Wayne Riddell Loop Extension	Construct Wayne Riddell Loop extension (three-lane cross-section) and associated pedestrian elements	Construct as part of site plan or subdivision construction set	\$920,455
Wayne Riddell Loop/South 1 <sup>st</sup> Street	Install traffic signal	Construct as part of site plan or subdivision construction set	\$300,000
South 1 <sup>st</sup> Street	Convert buffered bike lanes to delineator-separated protected bike lanes	Construct as part of site plan or subdivision construction set	\$12,000
South 1 <sup>st</sup> Street	Construct sidewalk from south property line to existing sidewalk north of Desert Primrose Drive	Fee in-lieu payment to City	\$55,500
<b>Total</b>			<b>\$1,344,169</b>

If you have any questions or require additional information, please feel free to contact me at 512-974-1449.

A handwritten signature in black ink, appearing to read "Justin Good".

Justin Good, P.E.  
Austin Transportation Department

**EXHIBIT A****INVOICE****TRANSPORTATION MITIGATION FEE IN-LIEU**

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**DATE:** February 13, 2020  
**TO:** Dan Hennessey, P.E. (WGI)  
**CC:** Alyssa Gutierrez (ATD Cashier)  
901 S. Mopac Expressway, Bldg 5, Suite 300, Austin TX 78746  
**FROM:** Justin Good, P.E. Austin Transportation Department  
**AMANDA CASE#:** C14-2019-0129 (South 1<sup>st</sup> Street Apartments)  
**FDU:** **8401-2507-1103-4163**

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As a condition of approval for the zoning application referenced above, the applicant shall post a transportation mitigation fee with the City of Austin in the amount of **\$55,500** as listed in the TIA Final Memo in accordance with LDC. If you have any questions, please contact me at (512) 974-1449.

**Office Use only:**

Check:

Received by:



4.5' SIDEWALK  
3.5' PLANTER  
13' TRAVEL LANE

5' SIDEWALK  
5' PLANTER  
7' BIKE LANE  
4' BUFFER  
13' TRAVEL LANE

13' TRAVEL LANE  
3.5' PLANTER  
4.5' SIDEWALK

13' TRAVEL LANE  
4' BUFFER  
7' BIKE LANE  
5' PLANTER  
5' SIDEWALK

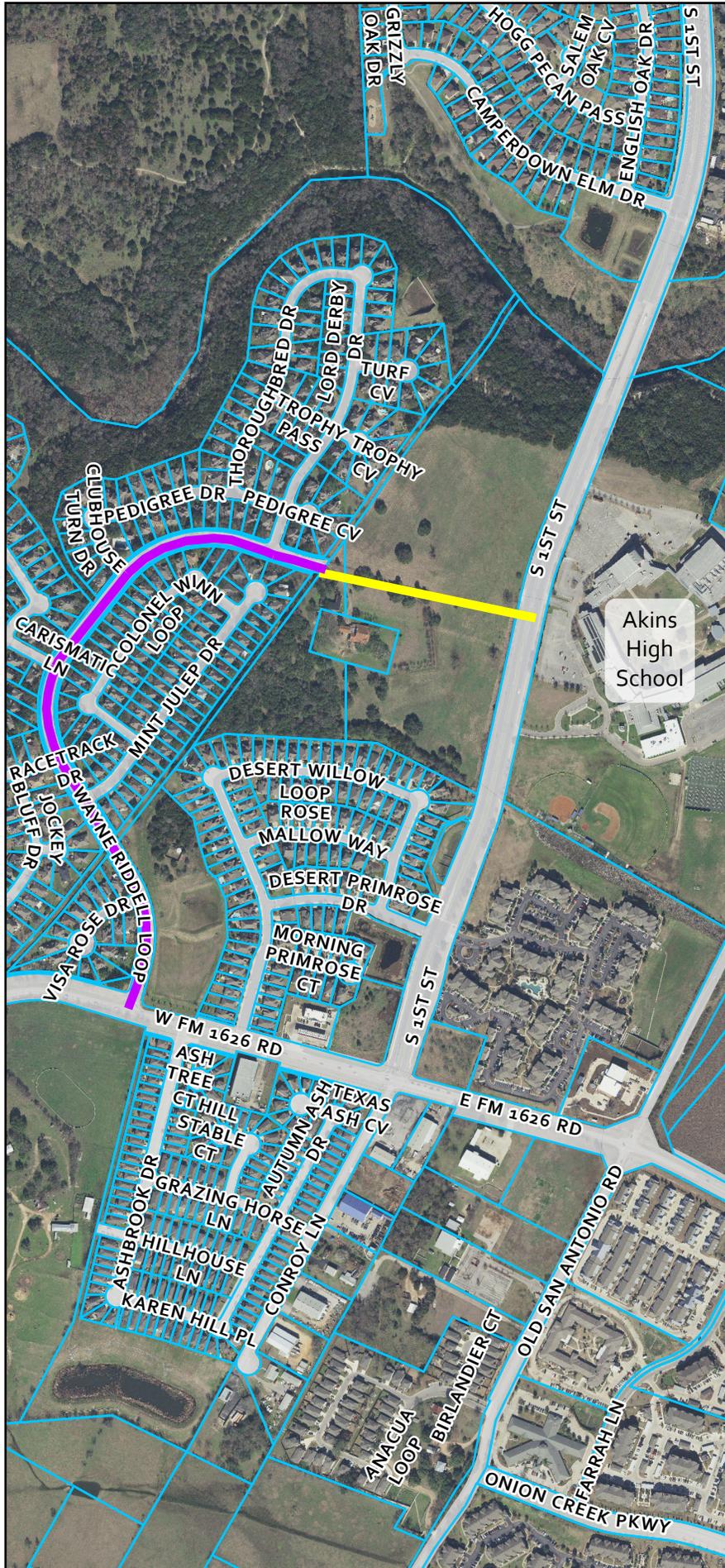
5' SIDEWALK  
5' PLANTER  
7' BIKE LANE  
4' BUFFER  
13' TRAVEL LANE

13' TRAVEL LANE  
4' BUFFER  
7' BIKE LANE  
5' PLANTER  
5' SIDEWALK

5' SIDEWALK  
5' PLANTER  
7' BIKE LANE  
4' BUFFER  
12' TRAVEL LANE

11' TRAVEL LANE  
12' TRAVEL LANE  
4' BUFFER  
7' BIKE LANE  
5' PLANTER  
5' SIDEWALK

S 1st St



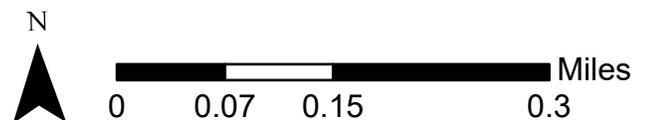
### ASMP Street Table

Name	WAYNE RIDDELL LOOP
Segment Limits	Lord Derby Dr to S. 1st St
Type	Local Mobility
Street Level	2
Priority Network	-
Improvement	New Roadway
Existing Cross Section	DNE
Existing Number of Lanes	0
Future Cross Section	2U
Future Number of Lanes	2
Roadway Description	2 Travel Lanes
Existing Bicycle Facility	-
Future Bicycle Facility	-
Bicycle Description	All Ages and Abilities Bicycle Facilities
Pedestrian Description	-
Project Description	The Improvements Include Constructing A New Roadway with All Ages and Abilities Bicycle Facilities and Sidewalks.
Mean ROW	0
Median ROW	0
Minimum ROW	0
Maximum ROW	0
Required ROW	78
ROW Remarks	Future Road. ROW Assumed to Be Acquired for Ideal Cross Section.
District	5
SORT_ORDER	18134

### Legend

- Wayne Riddell Loop (Existing Road)
- Wayne Riddell Loop (Connection - New Road)
- TCAD Parcels
- Existing Right-of-Way (ROW)

Attachment B



This map has been produced by the Planning Development Review Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

## March 3, 2020 ZAP Q &amp; A Report

**B 3 Zoning:** [C14-2019-0129 - 10801 Wayne Riddell Loop; District 5](#)

Question: Commissioner King

Given its proximity to Slaughter Creek, does this case involve any environmental issues that should or must be reviewed by the Environmental Commission prior to review by ZAP?

Answer: Staff

A drainage study, an environmental assessment and a tree survey are not required for standard (non-PUD) zoning cases. These items will be submitted at the time a subdivision or site plan application is filed with the City and greater detail about the proposed development is required.

**B 7 Site Plan:** [SP-2019-0108D - Thaxton Road Tract Offsite Wastewater Improvements; District 2](#)

Question: Commissioner Aguirre

Answer: Staff (in Bold)

Question 1: Please provide a breakdown of new wastewater lines (since 2013) that are located in creeks and CWQZs. Please provide a list of their locations and a map indicating where these are located.

**Response 1 Austin Water (AW) staff have verified with Austin Watershed Protection Department staff that there have been no variances requested or granted for construction of wastewater lines in the inner half of any critical water quality zone (CWQZ) since the establishment of current environmental criteria prohibiting construction of utility lines parallel and within the inner half of the CWQZ in 2013.**

**Per current code, a utility line may be located parallel to and within the CWQZ if 1) in an urban watershed and not less than 50-ft from the centerline of a waterway, or 2) in a watershed other than urban and located not less than 50-ft from the centerline of a minor waterway, 100-ft from centerline of an intermediate waterway, and 150-ft from the centerline of a major waterway.**

**Rhoades, Wendy**

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**From:** Rivera, Andrew  
**Sent:** Wednesday, April 01, 2020 9:31 AM  
**To:** Rhoades, Wendy <[Wendy.Rhoades@austintexas.gov](mailto:Wendy.Rhoades@austintexas.gov)>  
**Subject:** Questions for Staff – 10801 Wayne Riddell Loop (C14-2019-0129)

Hi Wendy,

Please see questions from Commissioner Smith.

Thank you,

Andrew

Questions for Staff – 10801 Wayne Riddell Loop (C14-2019-0129)

1. What are the requirements of the applicant with respect to the Wayne Riddell Loop extension with any site plan application?
  - a. Are they required to dedicate the right-of-way to the City for the purposes of the roadway construction? **Response:** Yes, ROW will be dedicated at time of subdivision or site plan.
  - b. Are they required to build the connection? **Response:** Yes, the extension will be constructed at time of subdivision or site plan.
  - c. Can anything be constructed in the planned area of the roadway connection? **Response:** Only the Wayne Riddell Loop extension will be constructed in the planned area of the roadway connection. The applicant has split their development in two phases: one to the north and one to the south of this proposed extension.
  - d. Is the signal at South 1<sup>st</sup> Street at the new connection included in the ASMP? **Response:** The Austin Strategic Mobility Plan (ASMP) identifies the signalization of the South 1<sup>st</sup> Street / Akins High School Driveway intersection as part of the long range transportation strategy in the area. The traffic signal was separately identified in the traffic impact analysis (TIA) as a required improvement to ensure the intersection operated safely and at an acceptable level once the Wayne Riddell Loop extension construction was complete and the site was fully developed. The traffic signal request from the ASMP did not play a role in ATD's decision to require a traffic signal at the future Wayne Riddell Loop / South 1<sup>st</sup> Street intersection.
2. Existing Wayne Riddell Loop is 40 feet wide without any pavement markings; are there any plans for ATD to improve this street? What could be done? **Response:** No improvements to the existing portion of Wayne Riddell Loop were identified with this project. We spoke with a member of the homeowner's association and offered speed mitigation measures (speed humps, speed signs, etc.) that could be requested if issues with speeding arise after the construction of the extension.
3. An HOA requested the following: "Redo the traffic impact study to show: Impact of an estimated 7.32 trips per unit or 5490 trips per day."
  - a. Why was ITE Code 221 (mid-rise multifamily apartments) selected for the TIA for trip generation instead of ITE Code 220 (low-rise multifamily apartments)? **Response:** ITE Code 221 was used as this is what the applicant stated they were proposing to build. The Wayne

Riddell Loop extension would have been a priority improvement regardless of which ITE code was used because it was identified in the Austin Strategic Mobility Plan (ASMP).

4. How were the background projects selected for their inclusion in the analysis? What are the implications of additional background traffic being added to the analysis? Response: Every effort is made to ensure that the projects anticipated to be built by the time the project is constructed are included as background projects. The Property Profile (online) tool is the primary tool we use to identify these projects. The main implications of including / excluding different background projects are impacts to a project's "pro-rata share", which is the share of identified improvements that a project is responsible for. Similar to the response to Question 3, the inclusion / exclusion of specific background projects would have no impact on the selection of the Wayne Riddell Loop extension as a priority improvement.
5. Can you please indicate the timing and phasing of potential improvements to the FM 1626 corridor? Response: There are several initiatives underway for FM 1626. In early 2019, the City of Austin completed a Preliminary Engineering Report (PER) to identify potential roadway and pedestrian improvements on FM 1626 between Manchaca Road and IH-35 frontage road. The PER for FM 1626 was funded with 2016 Mobility Bond dollars; however, no funding was allocated for design / construction.

Since the completion of the PER for FM 1626, TxDOT has identified safety funding to improve a section of FM 1626 between Sombrero Street to South 1<sup>st</sup> Street. The current estimated letting date is May 2022, putting start of construction around late Summer / early Fall 2022. It is estimated that construction for a project of this size would require nine months to 1.5 years. It is anticipated that this project will construct several recommendations from the PER described above.

Separately, TxDOT and Travis County have partnered to upgrade a separate segment of FM 1626 between Johnson Lane and Manchaca Road. Travis County provided the roadway design and right-of-way (ROW) for widening FM 1626 to include one additional travel lane in each direction, a continuous center turn lane, and sidewalk on the north side of the road. The project was then handed over to TxDOT to manage. TxDOT is currently working towards a July 2020 letting date and the most recent construction timeline indicates project completion in October 2021.

6. The report acknowledges that the South 1<sup>st</sup> Street bicycle lanes are used as parking for the school; why is the recommendation to prohibit that included in the TIA? Response: From a bicycle facility standpoint, every effort should be made to ensure that our existing and proposed bicycle facilities are used for the sole purpose of providing safe transportation options for cyclists. Allowing vehicles to park in the bike lanes is in direct opposition to that goal. From an access management perspective, vehicle queueing and student pick-up/drop-off should occur on-site. Furthermore, the protected bike lanes are identified in the ASMP as required bicycle improvements. For these reasons parking in the bike lane was prohibited in the TIA.
7. An HOA requested the following: "Complete the water quality studies prior to City Council consideration of this project."  
Please briefly explain the water quality requirements that will be evaluated by City staff in connection with the site development permit. Response: During the site plan application review, water quality requirements will be required per LDC 25-8-211. Water quality controls will be required to treat all new and redeveloped impervious cover if the total exceeds 8,000 square feet. Based

on the type of water quality control proposed, specific requirements will be reviewed per Environmental Criteria Manual Section 1.6 (*Design Guidelines for Water Quality Controls*).

8. An HOA asked the following: "Ask that watershed protection division look at the impact of climate change on flooding projections prior to approval of this project."
  - a. Please respond. Response: The response provided below explains the source of the rainfall data used for the City's regulation of floodplains and storm drainage design, and the conservative nature of the design assumptions that the City requires. An explanation of the source of the City's rainfall data is also provided.

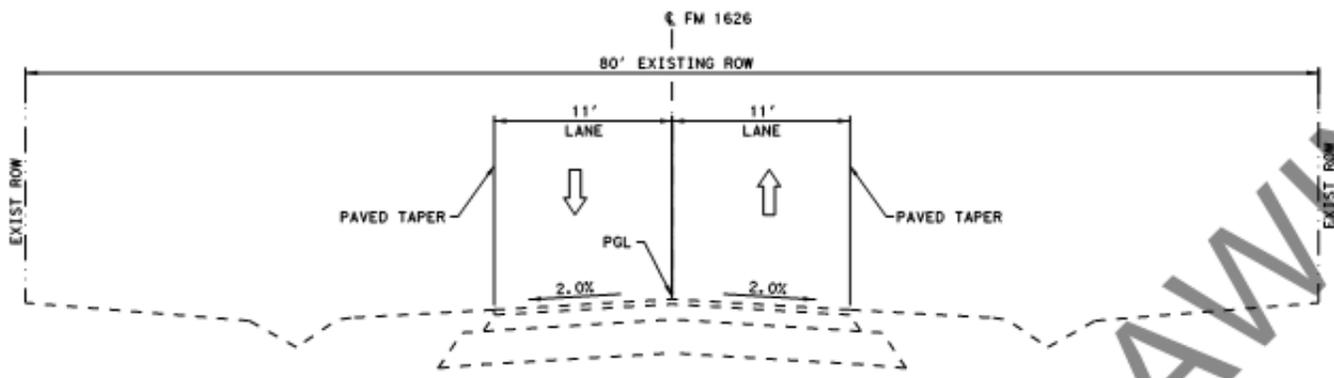
The City of Austin regulates development and bases floodplain studies on the best available rainfall data for the area. The current best available data is the National Oceanic and Atmospheric Administration's (NOAA) Atlas 14, Volume 11 for Texas. This rainfall atlas, which was published in September of 2018, incorporates data from all rain gauges in Texas with a sufficient length of record (based on statistical analysis criteria). This data was analyzed statistically to produce new "recurrence interval" rainfall amounts (our 100-year, 24-hour rainfall being one of these). This is the information that defines the "design" rainfall that is used to size storm drainage infrastructure. NOAA Atlas 14 volumes have been completed for a majority of the United States and this is the standard approach used throughout the country to develop design rainfall criteria and size storm drain infrastructure. The procedure looks back at the available rainfall data, which goes back as much as 100-years or more for some gauges, to estimate the design rainfall amounts.

As part of the development of NOAA Atlas 14 there has been research into methods to consider "non-stationary" climate (i.e. climate change). NOAA is working with several universities on this but as yet, they have not developed satisfactory statistical methods to consider non-stationary influences. NOAA Atlas 14 has resulted in a significant increase in the City's design rainfall amounts. For example, the 100-year, 24-hour rainfall is now 12.80 inches as opposed to the previous value of 10.20 inches. Additionally, the City's requirement that designs be based on fully developed conditions within the contributing watershed coupled with other higher regulatory standards means that our design requirements tend to result in conservatively large sizes for drainage infrastructure and for floodplain delineations.

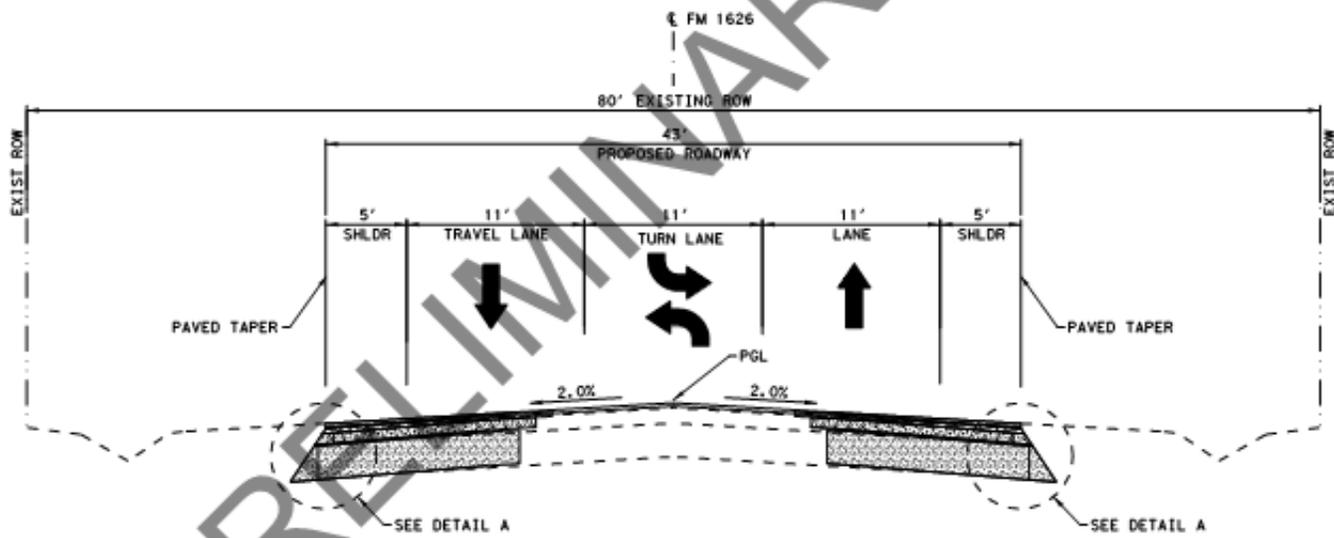
The City's adopted Atlas 14-based floodplain regulations and drainage criteria are required for the Applicant's analysis and design of this development.

**Andrew D. Rivera**

Land Use Commissions Liaison  
City of Austin - Planning & Zoning Department  
P.O. Box 1088  
Austin, Texas 78767  
512-974-6508  
[www.austintexas.gov](http://www.austintexas.gov)



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

Project Summary

Extents: South 1st Street to Sombrero Drive

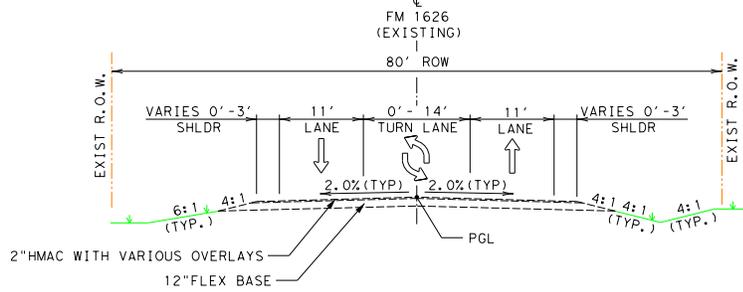
Length: 0.75 miles

Responsible Party: TxDOT

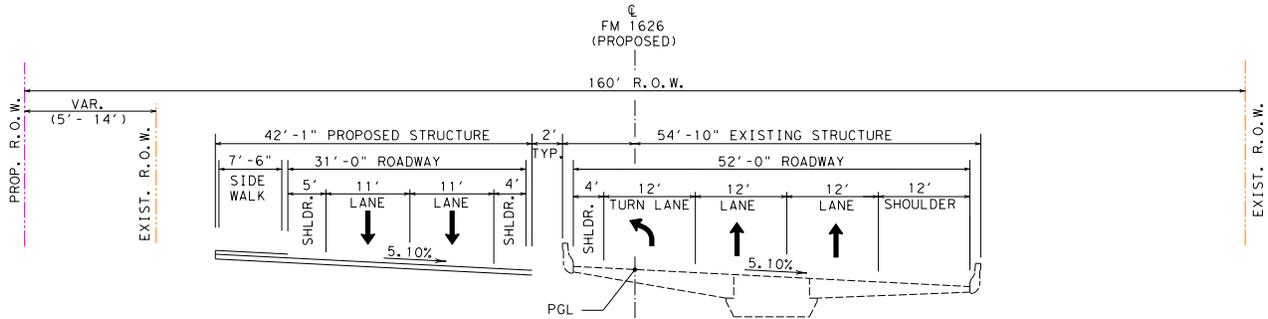
Project: Widens from two lanes to three lanes with a 5-foot shoulder on both sides.

Timeline: Construction Planned for sometime in 2022

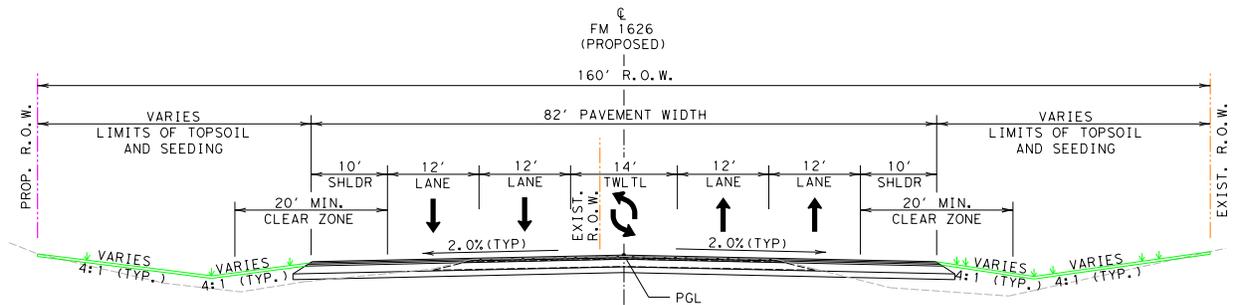
Cost: \$1,163,674



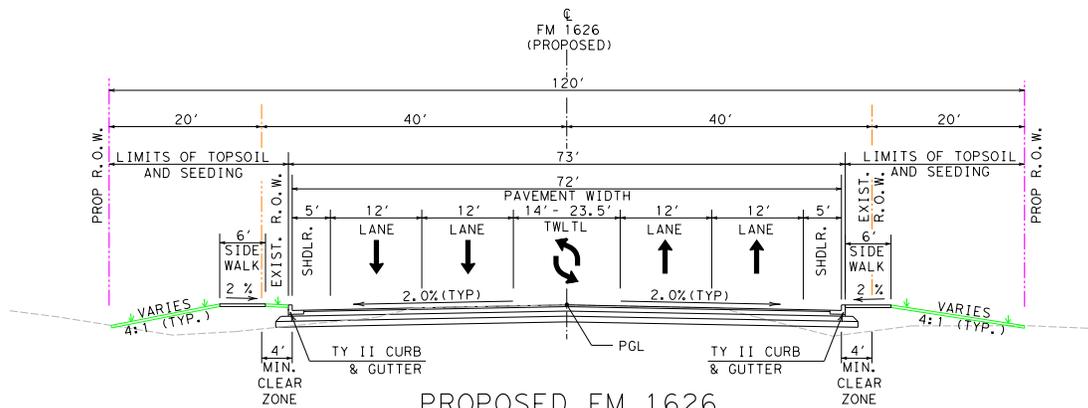
EXISTING FM 1626  
BRODIE LANE TO FM 2304 (MANCHACA RD)



PROPOSED FM 1626  
BEAR CREEK BRIDGE



PROPOSED FM 1626  
PROPOSED TRANSITION AREA  
JOHNSON LANE TO BRODIE LANE



PROPOSED FM 1626  
BRODIE LANE TO FM 2304 (MANCHACA RD)

### Project Summary

Extents: Brodie Lane to Manchaca Road

Length: 1.33 miles

Responsible Party: TxDOT

Project: Widens from three lanes with no shoulder, curb and gutter, or sidewalks to five lanes with shoulder, curb and gutter, and sidewalks

Timeline: Begin construction in July 2020 and be completed by fall of 2021

Cost: \$11,352,514



September 26, 2019

Ms. Denise Lucas, Director  
Planning and Zoning Department  
City of Austin  
505 Barton Springs Road, 5th Floor  
Austin, Texas 78704

Via Hand Delivery

Re: Riddell Tract Multifamily Development - Rezoning Application for 37.4 acres located at 10801 Wayne Riddell Loop, Austin, Texas ("Property")

Dear Ms. Lucas:

We respectfully submit the enclosed rezoning application for Riddell Tract multifamily development as representatives of the owners of the above stated Property. The proposed project is comprised of 750 residential multifamily units, and associated parking.

The current zoning of the Property is I-RR, and we are requesting MF-4 zoning for the entire Property. The Property is not located within a Neighborhood Plan. Surrounding zoning includes MF-3-CO, MF-2-CO, SF-2, and SF-1. Surrounding uses include apartments, commercial, public high school, public parkland, and single-family residential. Development of the Property involves considerable site constraints, including heritage trees, parkland dedication, and compatibility setbacks due to adjacent single-family residences. Therefore, the application proposes to rezone the Property to MF-4 zoning designation primarily to provide for flexibility in the height of buildings as authorized pursuant to MF-4 zoning.

If you have any questions about the rezoning application or need additional information, please do not hesitate to contact me at your convenience. Thank you for your time and attention to this project.

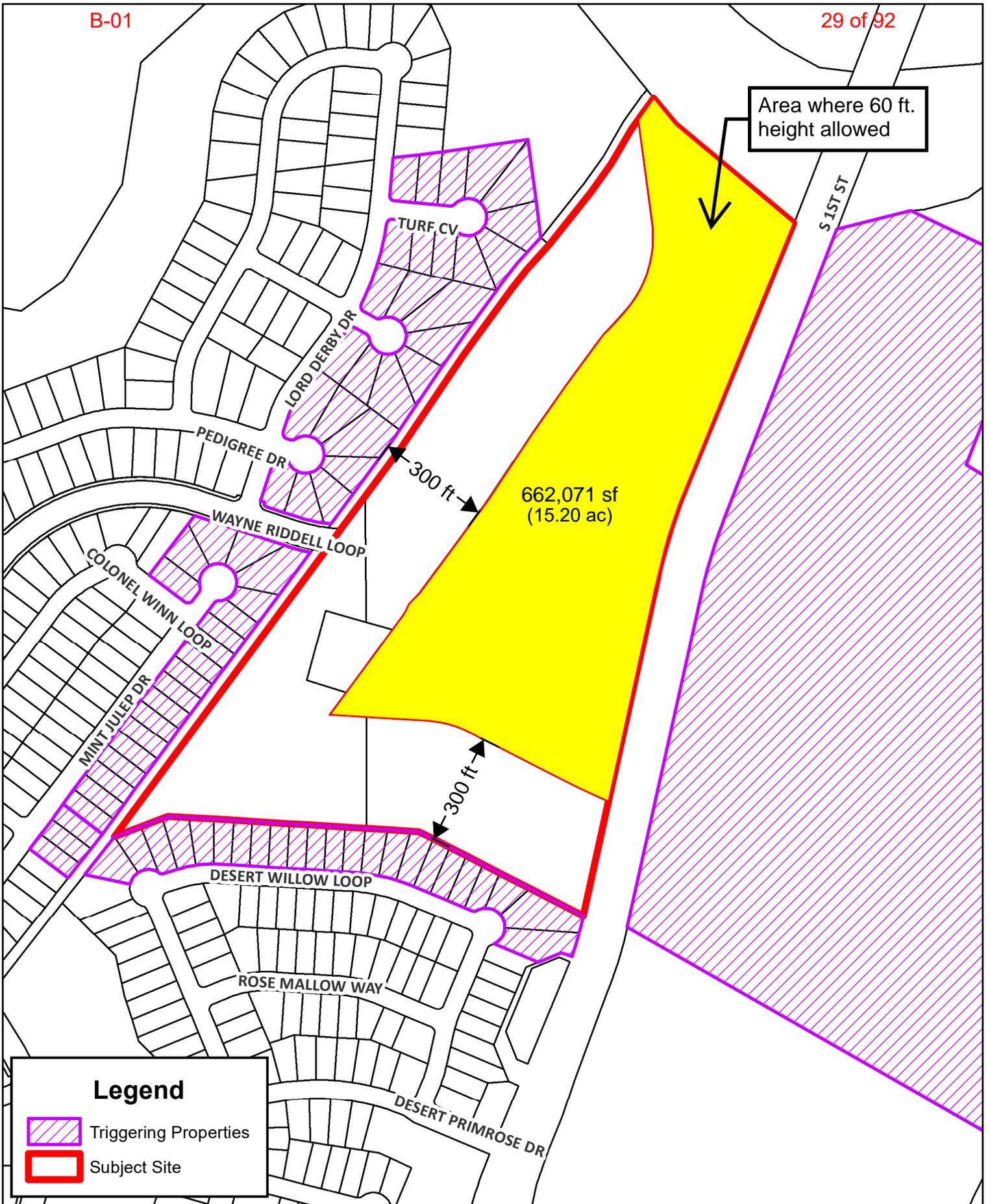
Very truly yours,

David Hartman

cc: Wendy Rhoades, Planning and Zoning Department, via hand delivery  
Ben Browder, Oden Hughes, via electronic email

[Applicant's Summary Letter](#)

Area where 60 ft. height allowed



**Legend**

- Triggering Properties
- Subject Site



**Compatibility Exhibit**

Riddell Multifamily  
10816 S 1st Street  
Austin, Travis County, Texas



March 2, 2020

Wendy Rhoades

City of Austin

Planning & Development

505 Barton Springs Road, #175

Austin, Texas 78704

(512) 974.7719

Wendy.Rhoades@austintexas.gov

### **Proposed Development & Re-Zoning of Wayne Riddell Loop**

*Ref. 10801 Wayne Riddell Loop: C14-201-0129*

Dear Ms. Rhoades,

The following is in response to the proposed re-zoning case initiated by David Hartman on behalf of Oden Hughes, LLC for the property located at 10801 Wayne Riddell Loop in Austin, Texas. As we understand it, the current property is zoned I-RR. The applicant is seeking MF-4 zoning for the entire property in order to proceed with a future phased build-out of the entire property to include a 750-unit apartment complex, community access jogging trail, dedicated parkland, and an extension of the Wayne Riddell corridor.

Our community, the Meadows at Double Creek, is located directly South of the proposed development and will be heavily impacted by the approval of this project. We, the board and community of the Meadows at Double Creek, support the proposed re-zoning and future development of the subject property.

We have been working with David Hartman, Ben Browder, and other key members of the Oden Hughes Development team since October to understand the many facets of this proposed development including aesthetics, function, and market demand. A key factor of these conversations has been focused on the solutions the development team will provide for areas of concern within the adjacent neighborhood communities of South Austin.

The team has addressed all of our concerns in regard to proximity and placement of buildings along the Southern and Western property lines, drainage and water detention, retention of green space, traffic congestion, increased mobility, safety, as well as making an effort to propose a development that will both honor the residential feel of our existing community as well as provide additional community benefits to the area. We have included a list of pledged site upgrades to be incorporated with the approval of this project for review from Oden Hughes.

One issue that remains open is the extension of the Wayne Riddell Corridor. As we understand it, the development team has offered two solutions for extension from South 1<sup>st</sup> street to be reviewed and ultimately approved by City Council. We would like to recommend that if the proposed re-zoning case be approved, it is done so with the corridor extension from South 1<sup>st</sup> street to the existing Wayne Riddell Loop intact. As traffic is a key concern for all the neighboring residents, we feel strongly that this road extension will reduce the existing cut-through traffic concerns through our own neighborhood as well as ease the congestion at the South First and 1626 intersection. This extension would also help decrease congestion at the entry and exit points to Akins High School during peak hours and provide additional safety measures for the many students that currently cross South 1<sup>st</sup> to and from school.

We believe the proposed development will be a good addition to our community and the addition of a corridor extension that helps resolve crucial area concerns, will provide further growth and enjoyment of our South Austin community.

Please feel free to contact our president, Susan Kirkpatrick, at the information below if you have any additional questions.

Sincerely,

The Meadows at Double Creek POA

  
Harmony Clarkrider, Vice-President

Meadows at Double Creek Contact information:

Susan Kirkpatrick, President

[sckirkp@att.net](mailto:sckirkp@att.net)

*Attachment: Proposed Development Standards for Meadows at Double Creek from Oden Hughes*

**Proposed Development Standards**

02/06/2020

**1.) Zoning Development Standards**

- a. MF-4 CO zoning requested (maximum building height = 60'-0")
- b. MF-3 development standards to be applied for all other zoning development standards on property (except for maximum building height)
  - i. 55% building coverage maximum
  - ii. 65% impervious coverage maximum
  - iii. Minimum site area requirements
  - iv. Minimum yard setbacks (see below)
  - v. 0.75: 1 FAR
- c. 750 dwelling unit maximum

**2.) Buffering**

- a. New LDC revision compatibility requires 20' building setback, and building height can achieve maximum height at 100' from property line
- b. Current code compatibility requires minimum 25' building setback for maximum 30' height or 2 stories, and 50' building setback for maximum 40' height or 3 stories
- c. Proposed compatibility buffering
  - i. South Property line
    1. Minimum 70' wide dwelling unit setback
    2. Vegetative buffer (maintain existing tree cover at South Property line in accordance with jogging trail installation)
- d. Privacy perimeter fence for proposed development (minimum 6' high- wrought iron/ steel)

**3.) Other items**

- a. Proposed extension & completion of sidewalk access along S. 1<sup>st</sup> street frontage to connect to existing sidewalk at Meadows at Double Creek
- b. Proposed buffered bike lanes for full frontage of Akins high school with delineated posts on S. 1<sup>st</sup> street frontage
- c. Security lighting along jogging path to be coordinated with PARD staff to ensure lighting does not impact adjacent neighbors along South property line. Suggested lighting such as nightwatchmen lights at ROW entrances and bollard/low lighting along the entirety of community trail.
- d. On site security measures to include:
  - i. Perimeter security fencing
  - ii. Secure access gates with fob access for all residents with 1-point logged delivery drop-off/pick up.
  - iii. HD camera with license plate readers
  - iv. 1-2 staff members living on site
  - v. Security cameras around property
  - vi. Security lighting around property

**Rhoades, Wendy**

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**From:** MIKHAIL KOZYRENKO [REDACTED]  
**Sent:** Monday, May 11, 2020 7:59 PM  
**To:** Rhoades, Wendy  
**Subject:** Proposed Development and re-zoning of Wayne Riddell Loop

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

\*\*\* External Email - Exercise Caution \*\*\*

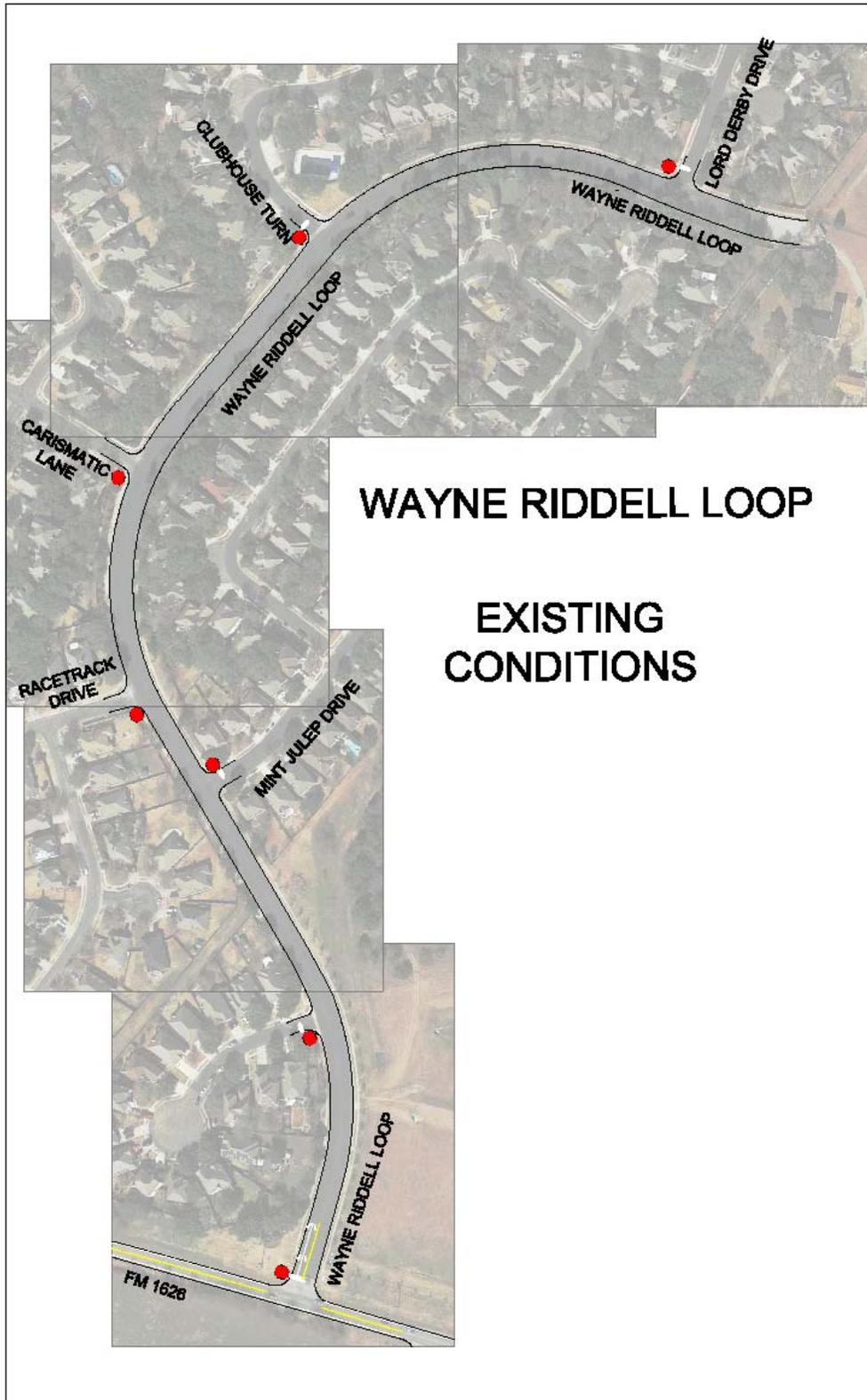
I'm supporting this proposal of re-zoning.

MikhailKozyrenko  
11120 Desert Willow Loop  
Austin TX 78748

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**Proposed Development Standards – Riddell Tract (C14-2019-0082)**

1. Zoning Development Standards.
  - a. MF-4-CO zoning (for maximum 60' height).
  - b. MF-3 zoning for all other zoning development standards (except for height).
  - c. 750 dwelling units maximum.
  
2. Area Infrastructure.
  - a. Signalize intersection of Wayne Riddell Loop/Akins High School Access/South 1<sup>st</sup> Street, and extend Wayne Riddell Loop.
  - b. Install traffic calming devices along existing Wayne Riddell Loop (see attached).
  - c. Extend sidewalks from S. 1<sup>st</sup> Street to connect to existing Wayne Riddell Loop.
  - d. Extend sidewalks along west side of S. 1<sup>st</sup> Street to connect to existing sidewalk at Meadows at Double Creek.
  - e. Convert buffered bicycle lanes to protected bicycle lanes for Akins High School with delineated posts on S. 1<sup>st</sup> Street frontage.
  
3. Buffering.
  - a. Proposed compatibility buffering.
    - i. South property line: Minimum 70' wide dwelling unit setback.
    - ii. West property line: Minimum 50' wide dwelling unit setback.
      1. Knolls HOA owns a 30' wide abandoned pipeline easement area between the Riddell tract and the back of adjacent residential lots/fences. This creates an additional 30' buffer from the Riddell tract property line to the west.
  - b. Summary of current and proposed LDC compatibility requirements.
    - i. Current LDC compatibility provisions requires minimum 25' building setback for maximum 30' height or 2 stories and 50' building setback for maximum 40' height or 3 stories. Playground, sport courts are prohibited within 50' of single family residences.
    - ii. Proposed LDC Revision compatibility provisions requires 20' building setback, and building height can achieve maximum height at 100' from property line. Playground and sport courts are allowed uses adjacent to single family residences.
  - c. 6' high privacy perimeter fence along west and south property line (wrought iron/steel fencing materials along south property line).
  
4. Parkland.
  - a. Design, build and install at developers expense a system of fences and gates that locks and secures access to Knolls private greenbelt from the Riddell tract.
  - b. Security lighting along jogging path to be coordinated with PARD staff to ensure lighting does not impact adjacent neighbors along south and west property line.
    - i. Incorporate lighting such as nightwatchmen lights at ROW entrances, and bollard/low lighting along the entirety of the recreational trail.
  
5. On Site Security Measures.
  - a. Perimeter security fencing.
  - b. Secure access gates with fob access for all residents with 1-point logged delivery drop-off/pick-up.
  - c. HD camera with license plate readers.
  - d. 1-2 staff members living on site.
  - e. Security cameras and lighting on property.



Additional backup may be found at the following link:

[https://www.austintexas.gov/cityclerk/boards\\_commissions/meetings/54\\_1.htm](https://www.austintexas.gov/cityclerk/boards_commissions/meetings/54_1.htm)